

LAUNCH OF THE COLUMBIA

NEW CUP DEFENDER LEAVES HER
CRADLE WITHOUT A HITCH.

Mrs. C. Oliver Iselin Performs the Christening Ceremony—The New Boat a Searer Approach to the Fin Keel Type Than the Defender—Boy Killed by an Explosion of

Photographic Powder—Two Others Hurt.
Bristol, June 10.—The Columbia, the yacht built to defend the America's Cup against the Shamrock, was launched to-night. The boatrace about which there has been so much speculation was shown to between 5,000 and 6,000 persons and her shape and approximate dimensions are now known. The Columbia was built on a launching cradle under a shed. This cradle was on a railway, and at 8:15

clock Designer N. G. Herreshoff gave the order to lower the boat. The big yacht slowly slid down the ways and in twenty minutes was floating in the water of Narragansett Bay, being saluted by cheers from the crowd of spectators and from the yachts.

It was a holiday at Bristol. The works of the Herreshoff Manufacturing Company were really the only busy place in town. Every one except those connected with these works was talking of the launching, and journeymen were made to the works to try and get water.

a deep at the new racing wonder. Early in the day excursionists began to arrive, and the sleepy old town, once noted as the home of daring whalers, seemed quite bright and gay, and flags were hung out some of the houses. Visitors arrived from Providence, Newport, Fall River, and many other smaller towns in the State, and a big fleet of yachts with friends of C. Olcott

Iselin on board came up the bay and anchored off the shops. Among these boats were ex-Commodore Elbridge T. Gerry's steamer *Electro*, Henry Walter's *Marinetta*, Sarada, Harrison B. Moore's steamer *Marigatetta*, John K. Drexel's steamer *Sultana*, Miss Susan's *Do Forest*, Jany's steamer *Sythian*, H. F. Lippitt's schooner *Quissetta*, the steamers *Feliciana*, *Katrina* and *Adrienne*; the sloops *Gloriana*, *Bamahah*, *Queen Mab*, *Defender* and many

Inside the shops the finishing touches were given to the Columbia, and men were working on the yacht until a short time before she was launched. The Herreshoffs took extra precautions to prevent any one from getting a peep at the boat, and only a few members of the New York Yacht Club and their friends were admitted to the shops. A watchman stood at the door opening onto the street. On the water side it was different. Herreshoff had not expected any

attack from this quarter and many invaded the pinnacles of the yard and had a good look at the boat before the designer knew that boats were rowing in front of the shops. Then this party had to be defended and watchmen were placed on the piers. The St. Michael, the Columbia's tender, was moored across the slip and the crew of the new defender lounged about, thus effectively preventing any one from coming near the boat. All that could be seen from the

Nat Herreshoff had nothing to say to any one all day. He was busy in the shops. Iselin was busy, too, and did not talk about the boat. Others who went into the shed had their lips sealed, and those who could not get inside had to wait until the yacht was launched before they could talk.

wait for many, but the afternoon passed away and then nearly every one went to supper away and afterward toward the Herreshoffs' again. The Columbia was built in the south shop, and the pier near the shop was reserved for friends of Leelin and Herreshoff. Another pier on the north side was to be thrown open to the public, and a big crowd gathered around this gate early in the evening. For a crowd peddlers did a thriving business during

the wait for the doors to open, and so did several of the light-fingered gentry who had been attracted to Bristol. John B. Herreshoff, the President of the company, it was said, lost \$250. The police soon spoiled the profits of these men, and about a dozen suspects were picked out of the crowd and escorted back to the railroad station.

The evening was a glorious one. The clouds had cleared away, and the sky was a beautiful

As it got darker the thin crescent of the new moon appeared and the superstitious said it was an omen of good luck. Then the search-lights flashed from the bridge of the yacht.

and the scene became brilliant again. It was about a quarter before 8 o'clock when the gates were opened and then the crowd rushed along the pier to get positions from which the boat could best be seen. Some climbed onto the roofs of the shops, others onto piles of lumber, and many who had brought boxes and barrels with them stood at the back of those who had front places and looked over the heads of the crowd. Mr.

and Mrs. Iselin, their four children, Col. and Mrs. William Goddard, Capt. Woodburn Kane, Herbert Leeds, Nowberry D. Thorne and others of the launching party were on the St. Michaels, and a few minutes before 8 o'clock all came ashore and went into the shop where the Columbia was. Then the crowd began to cheer and necks were craned to get a look into the shed from which the yacht would soon appear. While waiting the torpedo boat *Arx* arrived from Newport with a crowd of naval officers.

She came up the bay very fast and caused some little excitement by fouling some small boats that were anchored at the end of the slip.

Inside the shop Nat Horroshoff was superintending the preparations for the launching. The shores were knocked away and at 8:15 o'clock the machinery holding the cradle was started and the big yacht trembled as she moved. Mrs. Iselin smashed a bottle of wine on the bow of the yacht and said: "I christen thee Columbia and

with the good luck." Very slowly the big boat moved on toward the water. On her deck waited N. G. H. Freshhoff, Capt. Charley Barr and several of the crew of the yacht. It was at least five minutes before her stern showed outside the shed and then a cheer from the crowd greeted her. Then the machinery was stopped. When it started again and the stern was clear four sailors crawled along the deck, and, standing on the rail, hoisted the American flag on top of the staff. A signal of de-

Much by inch the yacht moved on down the ways, and when the underbody appeared it glistered like gold in the dazzling rays of the searchlights. Then her rudder touched the water, and it seemed as if the yacht must have life, and having tasted the water hurried to float. The speed was increased a little, but still it was slow compared with other

hatches. As her deck drew clear of the shed a staff was stepped in the place where the mast will stand and on it were hoisted that star and crescent pennant of Commodore J. Pierpont Morgan and the red and blue pennant of C. Oliver Iseain. Lower and lower she went into the water, and then as the bow drew clear of the shed another staff was hoisted and the New York Yacht Club burgee flattered from it. The bow of the yacht descended with a lurch, but it did not

The cheering by this time had become a